

Best Regards
d'Amico Dry - Singapore

Kindly note our NEW DIRECT numbers
Thomas Ringberg (Direct): +65 6864 7361
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www.damicoint.com

Henrik.Noergaard@stshl
pping.com

09/17/2008 10:45 AM

To: dry@damicointl.com, chowdhury.p@damicointl.com
cc: tommy.lund@glencore.com, Kevin.Wongao@stshipping.com, joe.lee@stshipping.com,
kelvin.lee@stshipping.com, Harjote.Singh@stshipping.com,
vanessa.wang@glencore.com.sg
Subj: Damico/Gleg - 9th Shipment Laycan under C/P dated 28th Jan 2006
ect

Pratik,

d'Amico / GIAG - CP Dated 26.01.2006

As per terms and conditions of the CP Charterers hereby give the required notice of laydays
for the 9th and final shipment under above CP as follows:

Loadport : 1sa Samarinda
Laydays : 10 - 20 Oct 2008
Dischport : 1sb Map Ta Phut

Please acknowledge and Charterers look forward to receive owners nomination in due course

Brgds
Henrik Noergaard
ST Shipping & Transport Pte. Ltd.
Tel +65 6415 7633
Mob +65 9647 1535

ps/Thomas

Best Regards, Thomas Ringberg

d'Amico Shipping Singapore Pte Ltd

P +65 6854 7361

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E ringberg.t@damicointl.com

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----- Forwarded by Thomas Ringberg/Montecarlo/Cogema/D'Amico Group on 10/29/2008 01:53 PM -----

Henrik.Noergaard@stshi
pping.com

10/29/2008 01:34 PM

To ringberg.t@damicointl.com

cc chowdhury.p@damicointl.com, dry@damicointl.com,
tommy.lund@glencore.com, Kevin.Wongso@stshipping.com,
joe.lee@stshipping.com, kelvin.lee@stshipping.com,
Harjote.Singh@stshipping.com,
Henrik.Noergaard@stshipping.com

Subje D'Amico/St Shipping - 4th Shipment Laycan under C/P dated
at 31st Oct 2007 nomination

Thomas - Pratik / Henrik

Re D'Amico / St Shipping - CP dd 31-08-2007

We herewith confirm that shippers and receivers have accepted the nominated vessel "Medi Dublin" in accordance with the terms and conditions of the CP with:

- Laydays: 10 - 19 November 2008
- Loadport: 1sa Samarinda
- Dischport: 1sb Map Ta Phut

* Pls note we pushed for early loading but unfortunately have to stick to the agreed laycan. However we will try to load soonest once our barges become available.

Please copy all all post fixture matters for subject vessel to the following E-mail :
Sg.traffic@glencore.com.sg

Brgds
Henrik Noergaard
ST Shipping & Transport Pte. Ltd.
Tel +65 6415 7633
Mob +65 9647 1535

DATE: 14/11/2008
TIME: 10:31:34

PRATIK/RENATE

RE: MEDI DUBLIN/PREMIER CHTRG CP DD 14 NOVEMBER 2008

PLEASED TO CONFIRM THAT WE ARE FULLY FIXED ASF:

ALL NEGOTIATIONS/EVENTUAL FIXTURE TO BE KEPT STRICTLY PRIVATE
AND CONFIDENTIAL.

1 ACCT PREMIER CHARTERING, G'TEED BY CONCORD ENERGY
CONCORD ENERGY PTE LTD
HEAD OFFICE
350 ORCHARD ROAD
#20-09

SHAW HOUSE
SINGAPORE 238868
TEL: (65) 6836 4744
FAX: (65) 6836 6091
TELEX: RS 20771 "CONCRD"
EMAIL: TRADE@CONCORDENERGY.COM.SG

1.1 OWNERS: D'AMICO DRY LIMITED, DUBLIN

1.2 LOADING POINT : ISA TABONEO, BANJARMASIN, SOUTH
KALIMANTAN
DISCHARGING POINT : 1SB IRPC TERMINAL, RAYONG
THAILAND

1.3 LAYCAN : 28 NOV - 5 DEC 08

AT LEAST 15 DAYS PRIOR TO THE 8 DAY DATE RANGE,
SHIPOWNER TO NARROW DOWN TO A 5 DAY DATE RANGE
FOLLOWING ACCEPTANCE OF VESSEL, OWNER SHALL ADVISE ANY CHANGE
IN VESSEL'S PLANNED ETA AT LOADING PORT. THE OWNER SHALL
ARRANGE FOR THE MASTER OF VESSEL TO NOTIFY CHARTERER AND ITS
PORT AGENT OF THE VESSEL'S ETA 7 (SEVEN) DAYS, 5 (FIVE) DAYS, 3
(THREE) DAYS, (FORTY
EIGHT) HOURS, 24 (TWENTY FOUR) HOURS PRIOR TO ETA OF THE VESSEL
AT THE LOADING PORT.

1.4. QUANTITY : 1 SHIPMENT OF 50,000 MT +/- 10 PCT COAL IN BULK IN
OWNERS OPTION

NOT LATER THAN 8 (EIGHT) WORKING DAYS
PRIOR TO ARRIVAL OF VESSEL AT THE LOADING PORT, OWNER SHALL
DECLARE THE COAL QUANTITY LOADABLE SUPPORTED BY THE STOWAGE
PLAN

2. PERFORMING VSL
PREFER NAMED VSL, BUT IN CASE TBN VSL, POINT 3 TO APPLY AND

NO LATER THAN 12 DAYS PRIOR TO ETA OF VESSEL, SHIPOWNER SHALL NOMINATE THE PERFORMING VESSEL TO CHARTERER

3. VESSEL REQUIREMENT:

SHIPOWNER TO WARRANT VESSEL IS OCEAN-GOING SINGLE DECK VESSEL, MAX 15 YRS, MINIMUM FOUR CRANES EACH 25 (TWENTY-FIVE) TONNES LIFTING CAPACITY PER UNIT, MINIMUM 4 GRABS AT A MINIMUM OF 12 CBM PER UNIT IN GOOD WORKING CONDITIONS, WITH MINIMUM OUTREACH OF CRANES 9.5 METRES, DISTANCE FROM SEA LEVEL TO BOTTOM OF GRAB WHEN LADEN MINIMUM 15.4 METRES, WITH THE MAXIMUM ARRIVAL DRAFT OF 15 METRES AT DISCHARGE PORT.

4. LOADING/UNLOADING TERMS

A) LAYTIME TO COMMENCE 12 (TWELVE) HOURS AFTER NOR HAS BEEN TENDERED AND ACCEPTED UNLESS SOONER COMMENCED IN WHICH CASE ACTUAL TIME USED TO COUNT BENDS. LAYTIME SHALL BE DEEMED COMPLETED AFTER REMOVAL OF ALL SHORE EQUIPMENTS FROM THE VESSEL.

B) COAL SHALL BE LOADED AVERAGE RATE 7,000 MT PER WEATHER WORKING DAY 24 CONSECUTIVE HOURS, SHINC AND DISCHARGED AT AVERAGE RATE OF 8000 MT PER WEATHER WORKING DAY 24 CONSECUTIVE HOURS, SHINC.

C) FIRST OPENING AND LAST CLOSING OF HATCHES AND BREAKDOWN OF WINCHES WILL NOT COUNT AS LAY TIME ON PRO RATA BASIS.

D) NOTICE OF READINESS (NOR) SHALL BE TENDERED BY THE VESSEL ON ARRIVAL AT THE LOADING PORT, WHETHER IN BERTH OR NOT (WIBON), ANY TIME DAY & NIGHT, SUNDAYS AND HOLIDAYS (EXCLUDING MAJOR INDONESIAN HOLIDAYS), PROVIDED THE VESSEL IS IN ALL RESPECT READY TO LOAD AND IS IN FREE PRATIQUE OR CUSTOM/IMMIGRATION CLEARED, IN CASE FREE PRATIQUE IS NOT OBTAINED, NOR SHALL BE CONSIDERED NULL AND VOID AND THE VESSEL SHALL ISSUE A NEW NOR WHEN THE VESSEL IS READY TO LOAD THE COAL.

E) NOTICE OF READINESS AT DISCHARGE PORT SHALL BE TENDERED AT ANY TIME DURING DURING NORMAL WORKING HOURS (0900-1700 MONDAY TO FRIDAY) EXCEPT HOLIDAY IN THAILAND. LAYTIME SHALL COMMENCE 12 (TWELVE) HOURS AFTER VALID TENDERED NOTICE OF READINESS HAS BEEN ACCEPTED AT DISCHARGE PORT (WHETHER IN FREE PRATIQUE OR NOT) UNLESS DISCHARGING IS SOONER COMMENCED IN WHICH CASE FULL TIME STARTS TO COUNT WHEN DISCHARGING BEGINS.

F) SHIPOWNER SHALL ARRANGE FOR THE MASTER OR VESSEL'S AGENT TO ADVISE LOADING TERMINAL/CHARTERER FOR EXPECTED TIME OF ARRIVAL (ETA) OF THE VESSEL AT LOADING PORT BY FAX OR EMAIL AT THE FOLLOWING INTERVALS PRIOR TO ITS EXPECTED TIME OF ARRIVAL UPON SAILING FROM PREVIOUS PORT AND 7/ 5/ 3 DAYS AND 48 HOURS AND 24 HOURS, 12 HOURS, 6 HOURS, 3 HOURS PRIOR ETA. UPON SAILING FROM LOADPORT, SHIPOWNER TO ADVISE ETA AT DISPORT AND THEN FOLLOWED BY 7/ 5/3 DAYS AND 48 HOURS AND 24 HOURS, 12 HOURS, 6 HOURS, 3 HOURS PRIOR ETA AT DISCHARGE PORT.

F) CHARTERER SHALL REVERT ON STOWAGE FACTOR. EST SF 37-41

G) STEVEDORE STANDBY CHARGE ARISING OUT OF CARGO WORK STOPPAGES OCCASIONED BY FAILURE OF VESSEL'S GEAR SHALL BE REIMBURSED BY SHIPOWNER TO CHARTERER AT THE RATE OF USD 200.- (TWO HUNDRED) PER CRANE PER WEATHER WORKING DAY OF 24 (TWENTY-FOUR) CONSECUTIVE HOURS, PROVIDING THAT THERE IS A WHOLE GANG OF STEVEDORES WORKING WITH THAT CRANE THEN, THE STEVEDORES STANDBY CHARGES WILL BE CHARGEABLE AFTER THE FAILURE OF VESSEL'S GEAR LAST FOR 4 (FOUR) WORKING HOURS

CONSECUTIVELY. SUCH REIMBURSEMENT SHALL BE MADE TOGETHER WITH DEMURRAGE/DISPATCH SETTLEMENT. SHIPOWNER SHALL BE RESPONSIBLE FOR ANY CLAIM, LOSSES OR DAMAGES.

H) IN THE EVENT THAT CHARTERER FAILS TO MAINTAIN THE LOAD RATE AND DISCHARGE RATE HEREINABOVE PROVIDED, CHARTERER SHALL PAY DEMURRAGE AT THE RATE STIPULATED CHARTER PARTY. IF DISCHARGE IS COMPLETED AT A FASTER RATE THAN HEREINABOVE PROVIDED, SHIPOWNER SHALL PAY TO CHARTERER DESPATCH FOR LAYTIME SAVED AT HALF OF SUCH DEMURRAGE RATE WITHIN 30 DAYS AFTER SHIPOWNER AND CHARTERER AGREED ON THE FINAL CALCULATION OF LAYTIME. FOR PURPOSE OF COMPUTING DEMURRAGE AND DESPATCH, TIME ALLOWED FOR LOADING AND DISCHARGING IS TO BE CALCULATED ON THE BASIS OF QUANTITY AS STATED IN THE BILL OF LADING.

I) IF VESSEL IS NOT FOUND READY IN ALL RESPECTS TO LOAD OR DISCHARGE (WHETHER IN FREE PRATIQUE OR NOT), THE ACTUAL TIME LOST UNTIL VESSEL IS IN ALL RESPECTS READY TO DISCHARGE SHALL NOT BE COUNTED AS LAYTIME. IF FOR VARIOUS REASONS THE VESSEL CAN BE PARTLY DISCHARGED, THEN PRO-RATA LAYTIME SHALL APPLY. AFTER THE COMPLETION OF DISCHARGE OF THE CARGO, THE VESSEL SHALL NOT LEAVE UNTIL THE FINAL DRAFT HAS BEEN COMPLETELY DONE BY THE CHARTERER. SUCH PERIOD FROM THE COMPLETION OF DISCHARGE UNTIL THE COMPLETION OF FINAL DRAFT SHALL NOT BE COUNTED AS LAYTIME.

J) ALL CLAIMS FOR DAMAGES ALLEGEDLY CAUSED BY STEVEDORES DURING LOAD/DISCHARGE ARE TO BE SETTLED DIRECTLY BETWEEN SHIP-OWNERS AND STEVEDORES HOWEVER CHARTERERS TO REMAIN ULTIMATELY RESPONSIBLE FOR SAME. THE MASTER OF SHIP IS TO NOTIFY THE STEVEDORES IN WRITING OF ANY DAMAGE WITHIN 48 (FORTY-EIGHT) HOURS AFTER ITS OCCURRENCE AND, IN ANY CASE, PRIOR TO THE VESSEL'S SAILING OFF LOAD OR DISCHARGE PORT. TIME LOST OR USED TO REPAIR SUCH DAMAGE, CAUSED BY THE STEVEDORES, IS NOT TO COUNT AS LAYTIME.

K) OFFICERS AND CREWS' OVERTIME CHARGES SHALL ALWAYS BE FOR VESSEL'S ACCOUNT.

5. IN CASE ORIGINAL (CLEAN ON BOARD) B/Ls ARE NOT AVAILABLE AT DISCHARGEPORT, MASTER TO RELEASE CARGO AGAINST OWNERS PANDI L.O.I

SIGNED BY CHRTS ONLY.

6. DUE AND OTHER CHARGES

DUES AND OTHER CHARGES LEVIED UPON THE VESSEL, HOWSOEVER ASSESSED, SHALL BE PAID BY SHIP'S OWNER. DUES AND OTHER CHARGES UPON THE CARGO SHALL BE PAID BY CHARTERER.

7. LOADPORT AND DISCHARGE PORT AGENTS

CHRTS WILL REVERT WITH FULLSTYLE OF AGENTS IN DUE COURSE

8. FREIGHT RATE USD 5.60 PMT FIOS 1/1.

95PCT FREIGHT ON B/L QTTY TO BE PAID WITHIN 3 BANKING DAYS AFTER COMPLETION OF LOADING AND SIGNING/RELEASING ORIGINAL B(S)/L MARKED.

9. FREIGHT DEEMED EARNED UPON COMMENCEMENT OF LOADING DNRVAOCLONL

10. DEMURRAGE USD 5,500 PDPR HDWTSBENDS

11. CHTRS AGENTS BENDS BUT OWNERS TO PAY REASONABLE /CUSTOMARY AGENCY FEES

12. ENGLISH LAW AND LONDON ARBITRATION TO APPLY.

13. OWISE AS PER CHTRS EXECUTED CP DATED ON 15 FEB, 2008 WITH LOGICAL ALTERATIONS TO INCORPORATE MAINTERMS AND THE FLWG AGREED AMENDMENTS:

MAIN BODY:-

CL 26: INSERT "CHARTERERS REMAIN LIABLE THAT "AFTER "SHIPPED, AND"

RIDER CLAUSES:-

CL 30:-

INSERT AT THE END: "OWNERS HAVE THE OPTION OF SUBSTITUTING THE NOMINATED VESSEL LATEST 5 DAYS PRIOR ETA LOADING PORT ON THE BASIS OF CHARTERERS BEST ENDEAVOURS TO GET SHIPPER/SUPPLIERS TO AGREE TO SAME."

CL 41:-

LINE 1: INSERT " (WITH RUBBER TYRED WHEELS AND NOT EXCEEDING VSSL TANKTOP STRENGTH)" AFTER " PAYLOADERS"

CL 54:-

PARA 2: INSERT AT THE END "IN ANY CASE FREIGHT HAS TO BE IN OWNERS NOMINATED BANK ACCOUNT BEFORE BREAKING BULK"

14. 5 TTL COMM INCL 3.75 ADDCOM + 1.25 PERCENT SSY SINGAPORE ON FREIGHT, DEADFREIGHT AND DEMMURAGE
END RECAP

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PER YR INSTRUCTION WE HVE PASSED ON FLWG VSL NOMINATION AS RECVD FROM YOU AND WILL REVERT WITH SHIPPERS/RECEIVERS APPROVAL WITHIN MONDAY 17 NOVEMBER

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VESSEL NOMINATION:

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ALSO AS PER CP OWNRS WISH TO NOMINATE M.V.MEDI DUBLIN OR SUB FOR THE LIFTING WITH A NARROWED LAYCAN 30-NOV-4 DEC 2008

M.V. MEDI DUBLIN
PAN FLAG BLT MES 11/2005
56,040 MTDW ON 12.575 SWS (TPC 55.57)
189.99 LOA / 32.26 BEAM
31,247/18,504 GRT/NT
CLASS NK
SHO/5HA _ END FOLDING TYPE H/COVERS
70,808 CBM GR IN M/R
4 CR 30 T SWL
4 EL/HYDR GRABS 12 CBM CAPACITY
ALL DETAILS ABOUT

VESSELS ITINERY:

ETCD MAPTHAPHUT 25/26 NOV AGW WP WOG UCAE
ETA BANJARMASIN 30NOV/1 DEC AGW WP WOG UCAE

REGARDS

RENATE DRYSDALE

SSY SINGAPORE
DIRECT: +65 6854 5144
MOBILE: +65 9841 6604
charteringasia@ssyhandy.com

[A MIME PART (- ATTACHMENT; FILENAME="PROFORMA CP - PREMIER.PDF") WAS
DETECTED HERE]

Details of all Simpson, Spence & Young Group companies can be found at
http://www.ssyonline.com/_Terms.html



- Proforma_CP - Premier.PDF

Revised clean recap.

changes are the notices.

Best Regards,

d'Amico Dry - Singapore
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Paolo Montella P +377 9310 5590 / M +377 6 8086 8799

d'Amico Dry - Vancouver
Lorenzo Bottazzi P +1 604 484 8022 / M +1 778 888 8528

R.S. Platou (Asia) Pte Ltd
<dry@platou.com.sg>

01/08/2009 05:59 PM

Please respond to
R.S. Platou (Asia) Pte
Ltd <dry@platou.com.sg>

To "HC" <dry@damicointl.com>

cc

Subj Re: MEDI DUBLIN / CARGILL - CP DD 08 JANUARY 2009 -
ect REVISED CLEAN RECAP

Ref: 080109-UD025061 - R.S. Platou Singapore, Dry Cargo Chartering
Department.

PRATIK / ULAS

GOOD DAY

RE: MEDI DUBLIN / CARGILL - CLEAN RECAP - CP DD 08 JANUARY 2009 (REVISED)

PLSED TO DRAW THE CLEAN RECAP WITH CP DD 08 JANUARY 2009

M.V. MEDI DUBLIN
PAN FLAG BLT MES 11/2005
56,040 MTDW ON 12.575 SWS (TPC 55.57)
189.99 LOA / 32.26 BEAM
31,247/18,504 GRT/NT
CLASS NK

SHO/SHA - END FOLDING TYPE H/COVERS
 70,808 CBM GR IN M/H
 4 CR 30 T SWL (24 T SWL WHEN OPERATING WITH GRABS)
 4 EL/HYDR GRABS 6/12 CBM CAPACITY
 SPED CONS IN SMOOTH WEATHER/CALM SEA UPTO MAX BF4/DSS3
 NO ADV CURRENT EXCL SAILING RESTRICTED AREAS A/O MANOUVERING IN/OUT
 PORTS/CANAL/ETC
 ABT 14 KN (B) / 13.5 KN (L) ON ABT 33 MT IFO + ABT 0.2 MT MDO
 PORT CONS
 IDLE ABT 2.8 MT IFO + ABT 0.3 MT MDO
 WORK CR ABT 5 MT IFO + ABT 0.5 MT MDO
 CONST ABT 350 MT EXCL FW N UNPUMPABLE BALLAST
 VESSEL MAY USE MINOR QUANTITIES OF DIESEL WHILST NAVIGATING NARROW,
 SHALLOW, BUSY/RESTRICTED WATER AREAS, CANALS, IN AND OUT OF PORT,
 ENGINE/GENERATOR STARTING/STOPPING
 ALL DETAILS ABOUT

VESSEL IMO NUMBER: 9290907

INMARSAT 'C'
 EMAIL: MASTER.MEDIDUBLIN@MOSCONNECT.COM
 MMSI: 371619000
 SAT-A
 TEL: INMARSAT 'F' 764569562
 FAX: INMARSAT 'F' 764569563
 TLX: -

OWNS: DAMICO DRY LIMITED, DUBLIN

OWNS BANK DETAILS

=====

REMIT TO :	JP MORGAN CHASE BANK, NEW YORK
SWIFT CODE :	CHASUS33
TO THE CREDIT OF :	J.P. MORGAN BANK (IRELAND) PLC, DUBLIN
SWIFT CODE :	CHASIE2X
IN FAVOUR OF :	D'AMICO DRY LIMITED
ACCOUNT N° :	79700802
IBAN CODE	IE23 CHAS 9309 0379 7008 02

- ACCOUNT CARGILL INTERNATIONAL S.A. GENEVA
- DEL APS MUARA PANTAI ATONSHINC
- LAYCAN 15-21 JAN 2009 (00:01-23:59 HRS)
- FOR 1 TCT VIA SPS SBS SAS AA AWIWL VIA INDONESIA TO THAILAND WITH
HARMLESS/LAWFUL
- COAL IN BULK
- REDEL DLOSP 1 SP THAILAND (INT KOSICHANG) ATONSHINC
- DURATION ABT 14 DAYS WOG
- HIRE USD 6500 DIOT. CHRTRS WILL PAY THE FULL HIRE FOR THE VOYAGE BUT
WITHOUT
- BUNKER VALUE
- ILOHC USD4500
- BOD ABT 1000-1100 MT IFO AND ABT 25-35 MT MDO
- BOR QTTIES TO ABT SAME AS BOD QTTIES
(PRICES USD 270/ MT IFO AND USD 500/ MT MDO BENDS.)

- OWNERS/MASTER ARE RESPONSIBLE FOR FUNDING PORT AGENTS DIRECTLY FOR OWNERS
ACCOUNT IN
ADVANCE AND DIRECT SETTLEMENT WITH AGENTS.
NO OWNERS ACCOUNT SHALL BE ADVANCED/DEDUCTED FROM HIRE BY CHARTRS. OWNERS
TO
ADVISE TO CHARTRS CONTACT NUMBER/ADDRESS OF OWNERS AND HEAD OWNERS IN
RESPECT OF
SETTLEMENT OF OWNERS DISBURSEMENTS AT ALL PORTS CALLED. OWNERS TO APPOINT
OWNERS
AGENTS TO ATTEND OWNERS MAJOR OWNERS MATTER SUCH AS CREW CHANGE, CREW
HOSPITALIZATION ETC. CHARTRS AGENTS WILL ATTEND OWNERS MINOR MATTERS WITH
OWNERS
PAYING THE ACTUAL COSTS FOR SUCH MATTERS PROVIDED SAID AGENTS ARE WILLING
AND ABLE
TO DO SO. IF OWNERS EXPENSES INCURRED TO CHARTRS, OWNERS TO REIMBURSE
WITHIN 10 DAYS
OF RECEIPT OF VOUCHERS
- "AWT" CANNOT BE EMPLOYED AS WEATHER ROUTING AGENCY.
- 3.75 PCT ADD COMM + 1.25 PCT TO RS PLATOU (ASIA) PTE. LTD.
- OTHERWISE AS PER MEDI DUBLIN / CARGILL CP DD 14 JULY 2008 WITH LOGICAL
ALTERATIONS AND
AMENDMENTS ONLY
++END RECAP

FOR INFORMATION PURPOSE THE DELY AND REDELY NOTICES DER THIS CP WILL BE:
DELY: 3-2-1 DAYS NOTICES
REDELY: 10 DAYS PROBABLE AND 7/5/3/2/1 DAYS DEFINITE NOTICES

TRUST ABOVE IN GOOD ORDER

MANY THANKS FOR YOUR KIND SUPPORT

BEST REGARDS, ULAS DURALI

R.S. PLATOU (ASIA) PTE. LTD.
TEL : + 65 6336 8733
FAX : + 65 6336 8741
MOB : + 65 9837 5262
EMAIL : DRY@PLATOU.COM.SG
WEB : WWW.PLATOU.COM

ciao All,

Medi dubln will be performing LIBRA SPOT cargo as per the below recap.

The loadport declared is samarinda.

the brokers are fearmleys india and this fixture has to be kept totally pnc.

Best Regards,

d'Amico Dry - Singapore
Thomas Ringberg P +65 6854 7361 / M +65 9782 8622
Mike Williams P +65 6854 7362 / M +65 9126 4128
Pratik Ray Chowdhury P +65 6854 7363 / M +65 9833 9543

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Lorenzo Boltazzi P +1 604 484 8022 / M +1 778 888 6528

Kevin Lisboa
<chartering@Fearmleys.co.th> To "D'Amico Singapore" <dry@damicointl.com>
cc

01/23/2009 05:55 PM

Please respond to

Kevin Lisboa <chartering@Fearmleys.co.th>

Subj MV MEDI DUBLIN OR SUB/LIBRA - CLEAN RECAP
ect

PRATIK/ KEVIN

MV MEDI DUBLIN OR SUB/ LIBRA - AMENDED CLEAN RECAP

CONFIRM HAVING CLEAN FIXED WITH C/P DTD 23 JAN 2009 ASF:

FIXTURE TO BE KEPT STRICTLY P+C BY ALL PARTIES CONCERNED

M.V. MEDI DUBLIN OR SUB

PAN FLAG BLT MRS 11/2005
 56,040 MTDW ON 12.575 SWS (TPC 55.57)
 189.99 LOA / 32.26 BEAM
 31,247/18,504 GRT/NT
 CLASS NK
 5HO/5HA 6 END FOLDING TYPE H/COVERS
 70,808 CBM GR IN M/H
 4 CR 30 T SWL (24 T SWL WHEN OPERATING WITH GRABS)
 4 EL/HYDR GRABS 6/12 CBM CAPACITY
 ALL DETAILS ABOUT WOG

- OWNERS TO CONFIRM THE PERFORMING VESSEL LATEST 5 DAYS PRIOR ETA LOADPORT
- Chrttrs to confirm the substitution latest within 1 working day after nomination.

FOR

-ACCT. LIBRA SHIPPING SERVICES LLC, DUBAI

-50,000MT 10PCT MOLOO COAL IN BULK

-LOAD PORT: 1/2SF 1/2 SA(S) SOUTH - EAST KALIMANTHAN INDONESIA AAAA (BUNYU/TABONEO RANGE)

- DISCHARGE PORT: 1SP 1/2SBA TUTICORIN-AAAAA
 OR CHOPT 1SP KAKINADA 1/2SBA AAAA
 OR CHOPT 1SP PARADIP 1/2SB(S) AAAA
 OR CHOPT 1SP VIZAG 1/2SB(S) AAAA
 OR CHOPT 1SP MONDRA 1/2SB AAAA
 OR CHOPT 2SP PARADIP OR VIZAG + HALDIA AAAA

-DRAFT AT KAKINADA IS 11.50 MTRS.

-Chrttrs to declare and confirm discharge port latest on passing Singapore.

-AT ALL OTHER PORTS CHARTERERS TO GUARANTEE 12.5 MTRS SWAD OR LIGHTERAGE IF ANY AT DISPORT TO BE FOR CHRTTRS TIME AND ACCT.

- LAYCAN : 01/10 FEB 2009

- LOADRATE :
 8,000MT PWWD SHINC
 BUT ALWAYS EXCLUDING 6 STATUTORY HOLIDAYS UU
 NOR AT LOADPORT TO BE TENDERED ON ARRIVAL 'WWW' DURING OFFICE HOURS (0900-1700 HRS MON TO FRI AND 0900-1300 SAT).
 12HRS TT USC IF USED ATUTC - AT EACH PORT

- DISCHARGE RATE:
 20,000MT PWWD SHINC AT MUNDRA
 6,000MT PWWD SHINC AT HALDIA
 10,000MT PWWD SHINC AT ALL OTHER PORTS DECLARED ABOVE
 BUT ALWAYS EXCLUDING 6 STATUTORY HOLIDAYS UU
 NOR AT DISCHARGE PORT TO BE TENDERED ON ARRIVAL 'WWW' DURING OFFICE HRS -
 AT ALL PORTS (0900-1700 HRS MON TO FRI AND 0900-1300 SAT).
 12HRS TT USC IF USED ATUTC - AT ALL PORTS

-FREIGHT RATE: BASIS LOADING SOUTH - EAST KALIMANTHAN (BUNYU/ TABONEO RANGE)
USD 5.75 PMT BSS 1/1 VIZAG/PARADIP DISCHG
USD 6.25 PMT BSS 1/1 TUTICORIN DISCHG
USD 6.75 PMT BSS 1/1 KAKINADA DISCHG @11.5M DRAFT
USD 6.35 PMT BSS 1/1 MUNDRA WITH 20K SHINC DISCHG
0.25PMT EXTRA FOR 2ND LOADPORT (BOTH ANCHORAGE LOADING WITHIN THE LOADPORT
OPTIONS)
USD 7.00 PMT BSS 1/2 WITH HALDIA AS 2ND DISPORT
(THE HALDIA AS SECOND DISPORT HAS TO BE BSS PARADIP OR VIZAG AS FIRST DISPORT
ONLY)

- DEM USD 4500 PDPR/DHDWTSBE
LAYTIME NON REVERSIBLE BETWEEN LOAD AND DISCHPORTS BUT REVERSIBLE BETWEEN 2
LOAD AND 2 DISCHG PORTS

-FRT PAYMENT: FRT 95 PCT LESS ADDCOMM PAYABLE WITHIN 3 BANKING DAYS AFTER
COMPLETION OF LOADING AND S/R BL/S MARKED 'FRT PAYABLE AS PER C/P' AND 'CLEAN
ON BOARD'. BALANCE 5 PCT TO BE SETTLED, ALONG WITH DEM/ DESP IF ANY, WITHIN 30
DAYS OF COMPL OF DISCH AND OWRS SUBMITTING RELEVANT TS/NOR/SOF ETC.

- CHARTERERS AGENTS BENDS SUBJECT TO CUSTOMARY D/A

- IN THE EVENT ORIGINAL BS/L ARE NOT AVAILABLE AT DISPORT, OWRS TO DISCHARGE
AND RELEASE ENTIRE CRGO ON RCPT OF FAXED LOI WORDED AS PER OWNERS PANDI CLUB
WORDING AND SIGNED BY CHRTRS ONLY WITHOUT ANY COUNTER GTEE OR SIGNATURES.

- TAXES/DUES ON FRT AND VSL TO BE FOR OWRS ACCT BENDS, TAXES/DUES ON CGO TO
BE FOR CHRTRS ACCT BENDS.

- GA/ARBT IN LONDON AND ENGLISH LAW TO APPLY

- TTL 2.50PCT ADC + 1.25PCT FEARNLEYS TO CHRTRS ON F/D/D

- O'WISE AS PER LAST DONE C/P DATED 13 MAY 2008 BETWEEN OWNERS AND CHRTRS
WHICH TO BE LOGICALLY AMENDED AS PER ABOVE AGREED TERMS.

E N D

MANY THANKS FOR YOUR SUPPORT ENABLING US CONCLUDE THIS FIXTURE

Brigs,

Kevin Lisboa
Fearnleys India

Dir: 91 22 4037 8183
Mob: 91 98200 26651

RE MEDI DUBLIN / JALDHI

PLSED TO RECAP A CLEAN FIXTURE WITH CHARTER PARTY DATED 02ND MARCH 2009 AS
BELOW:

M.V. MEDI DUBLIN
PAN FLAG BLT MES 11/2005
56,040 MTOW ON 12.575 SWS (TPC 55.57)
189.99 LOA / 32.26 BEAM
31,247/18,504 GRT/NT
CLASS NK
5HO/5HA - END FOLDING TYPE H/COVERS
70,808 CBM GR IN M/H
4 CR 30 T SWL (24 T SWL WHEN OPERATING WITH GRABS)
4 EL/HYDR GRABS 6/12 CBM CAPACITY
SPEED CONS IN SMOOTH WEATHER/CALM SEA UPTO MAX BF4/DSS3
NO ADV CURRENT EXCL SAILING RESTRICTED AREAS A/O MANOUVERING IN/OUT
PORTS/CANAL/ETC
ABT 14 KN (B) / 13.5 KN (L) ON ABT 33 MT IFO + ABT 0.2 MT MDO
PORT CONS
IDLE ABT 2.8 MT IFO + ABT 0.3 MT MDO
WORK CR ABT 5 MT IFO + ABT 0.5 MT MDO
CONST ABT 350 MT EXCL FW N UNPUMPABLE BALLAST
VESSEL MAY USE MINOR QUANTITIES OF DIESEL WHILST NAVIGATING NARROW,
SHALLOW, BUSY/RESTRICTED WATER AREAS, CANALS, IN AND OUT OF PORT,
ENGINE/GENERATOR STARTING/STOPPING
ALL DETAILS ABOUT

- OWNERS WARRANT VSLs GRABS ARE SUITABLE FOR LOADING OF IRON ORE

-FOR

- 01) A/C JALDHI OVERSEAS PTE LTD
- 02) DELIVERY DLOSP OR WWR HALDIA, IN CHRS OPTION ATDN SHINC
CHRTS TO DECLARE THEIR OPTION LATEST 48 HRS PRIOR TO VESSELS COMPLETION
OF DISCHARGE AT HALDIA
- 03) LAY/CAN 05-12 MARCH 2009
CHRS WL GV OWRS 10/7/5 APPR REDEL NOTICE AND 3/2/1 DAYS DEFINATE REDEL
NOTICE.
DLY/REDEL BASED ON GMT
- 04) FOR 1TCT VIA SPS, SBS SAS, AA AWIWL TO LOAD EC INDIA TO DISCH 1SP CHINA
WITH IRON ORE IN BULK/FINE/LUMP IN BULK IN CHOPT.
DUR IS ABT 25/30 DAYS WOG.
- 05) REDEL DLOSP 1 SP CHINA ATDN SHINC
CHRS TO ADV REDELY RGE (NORTH, CENTRAL OR SOUTH CHINA) UPON VSL PSG
SPORE, AND DISCHRG PORT 2 DAYS AFTER PSG SPORE.
- 06) HIRE USD 13,000 PDPR INCLT.
FIRST 15 DAYS HIRE PLUS VALUE OF BUNKERS CONSUMABLE UPTO SINGAPORE TO BE
PAID TO OWNER'S NOMINATED BANK W/I 3 BANKING DAYS AFTER VSL'S DLY TO CHRTS

AGAINST OWNERS FAX / E-MAIL INVOICE. SUBSEQUENT HIRE(S) TO BE PAID EVERY 5 DAYS IN ADVANCE, ALWAYS SUBJECT TO UPTO ESTIMATED TIME OF VSL'S REDELIVERY.

CHTRS HAVE THE RIGHT TO DEDUCT VALUE OF EST BUNKER ENABLE VSL TO REACH SPORE PAID ALONGWITH FIRST HIRE FROM LAST SUFFICIENT HIRE PAYMENT(S).

CHRS ALWAYS SUPPLY BUNKER AS PER SPECIFICATION OF BTB CP. CHRTS CAN DEDUCT OWNERS ESTIMATED EXPENSES FROM LAST SUFFICIENT HIRE BUT MAX LUMPSUM USD750

07) ILOHC : USD 5000 L/SUM - charts to arange for DUNNAGE AND/OR DEBRIS AND/OR LASHING REMOVAL

08) ILO VICTUALLING/COMMUNICATIONS/ENTERTAINMENT: USD 1250 PMPR

09) BUNKER CLS :
BUNKERS ROB ON DELY ABT 900MT IFO AND ABT 30MT MDO.
BOR ABT SAME QTTY AS BOD.
PRICES USD255/IFO AND USD410/MDO PER MT BENDS.

10) If DLOSP haldia option is declared then vsle holds on arrival first loading port to be clean/swept and washed down with freshwater and dried and ready to receive chtrs intended cargo, being free of loose rust scale and previous cargo residues to the satisfaction of an independant surveyors, shd vsl not tb ready or approved by relevant surveyors as being fit and suitably clean for chtrs intended cargo the vsl to be offhire from time of rejection until the vsl is accepted and any direct expenses incurred to be paid by owners.

IF CHTRS EXERCISE 'NWR' OPTION, OWNERS ARE NOT TO BE RESPONSIBLE FOR HOLDS CLEANLINESS BUT CREW SHALL EXERT BEST ENDEAVOURS TO SWEEP THE HOLDS PROVIDED LOCAL RULES AND REGULATIONS ALLOW SAME.

11) 3.75 PCT ADDCOMM + 1.25 PCT BRS SPORE

12) CHARTERS AND/OR THEIR AGENT HAVE OPTN TO SIGN BS/L ON BEHALF OF MASTER STRICTLY IN CONFIRMITY WITH MATE'S RECEIPT W/OUT PREJUDICE TO THIS C/P.

13) OWNS WARRANT GTEE TT VSLS HATCH COVERS ARE TB WATERTIGHT THROUGHOUT THE DURATION OF THIS CHARTER PERIOD

14) OWNS WARRANT THAT THE VESSEL SHALL BE FULLY COVERED BY P+I CLUB AND HULL & MACHINERY INSURANCE DURING THIS CHARTERED PERIOD

15) ARBTRM London WITH ENGLISH LAW TO APPLY.

O' WISE AS PER OWNRS BTB CP AS ATTACHED, LOGICALLY AMENDED IN LINE WITH MAIN TERMS AGREED AS ABV, AND WITH THE FLWG ALTERATIONS ONLY:

PRINTED FORM

L.22 : PLS ADD AT THE END 'OCEANROUTES TO BE APPOINTED AND REPORT OF OCEANROUTES TO BE BINDING ON BOTH PARTIES'

MAIN FORM

01 cargo exclusions

vessel shall be employed in carrying lawful merchandise excl any goods of dangerous, injurious and inflammable or corrosive nature (as listed on Imdg Code - class I to IX). w/o prejudice to the foregoing the foll crgoes are specifically EXCLUDED:

ANY CRGO EXCEEDING TANK TOP STRENGTH AND/OR REQUIRING CO2 FITTINGS AND/OR ELECTRICAL/MECHANICAL VENTILATION IN CRGO HOLDS, asbestos, ALUMINA, ammonia, ammonium nitrate, AMMONIUM SULPHATE, arms, ammunitions, asphalt, blasting caps, bitumen, bombs, bones, bones meal, borax, brown coal, calcined pyrites, calcium carbide, calcium hypochloride, carbon black, caustic soda, cement, charcoal, chilean nitrate, CONTAINERS ON DECK, copra, cotton, creosote (coal tar or wood tar), detonator caps, direct reduced iron "DRI" (such as lumps, pellets and cold-moulded briquettes), direct reduced iron (briquettes, hot-moulded), expellers (any type of expellers, including but not limited to sunflower seeds expellers), explosives (any type), ferrophosphorus, ferrosilicon (including briquettes), fishmeal, fishscrap, fluorspar, hbi, hides, iron oxide (SPENT), IRON SPONGE (SPENT), LEAD NITRATE, leather, LIME (unslaked), livestock of any description, logs, lumber, MACOYA PELLETS, magnesite (UNSLAKED), METAL SULPHIDE CONCENTRATES, motor blocks and turnings, motor spirit, naphta, nitrate, nuclear fuel and material, PEAT MOSS, petroleum or any of its products (BUT PET COKE ALLOWED - MAX ONE CARGO), PIG IRON, pitch PRILL, PRILLED COAL TAR PENCIL PITCH, pond coal, PYRITE IN BULK, QUEBRACHO, QUICK LIME, radioactive materials and wastage, resin, rice, salt, SALT CAKE, SAWDUST, scrap, SEED CAKES, silica sand, SILICOMANGANESE, soda ash, SPENT OXIDE, SPONGE IRON, sulphur, TANKAGE, Tar or any of its products, TIMBER, tobacco, VANADIUM ORE, WOODCHIPS, WOOD PULP PELLETS, ZINC ASHES.

Mineral CONCENTRATES ARE PERMITTED provided loaded, stowed and carried in accordance with IMO REGULATIONS AND subject to T.M.L. (TRANSPORTABLE MOISTURE LIMIT) CERTIFICATE being presented to master for his approval.

if IMO-classified cargoes are carried charterers/shippers shall provide the master with any evidence he may reasonably require to show that the cargo is packaged, labelled, loaded and stowed in accordance with IMO regulations, failing which the master is entitled to refuse to load it.

02 trading limits

trading WW ALW VIA SP/SB/SA, ALW AFLTAT EXCEPT NAABSA AT SUCH PLACES IN BRAZIL/ARGENTINA/URUGUAY (loading GRAIN ONLY) WHERE IT IS CUSTOMARY FOR VESSELS OF SIMILAR SIZE TO SAFELY LIE AGROUND, ALW W/I INL EXCEPT ALBANIA, AMAZON RIVER NORTH OF TROMBETAS, ANGOLA, BANGLADESH, CAMBODIA, CONGO, C.I.S. PACIFIC, CUBA, ERITREA, ETHIOPIA, haiti, iraq, israel, LEBANON, liberia, LIBYA, MONTENEGRO, mozambique, NORTH KOREA, ORINOCO RIVER, SERBIA, SIERRA LEONE, SOMALIA, SRI LANKA, SUDAN, SYRIA, TANZANIA, TURKISH OCCUPIED CYPRUS, YEMEN, WAR AND WAR LIKE ZONES.

VESSEL SHALL NOT TRADE DIRECTLY BETWEEN TAIWAN AND MAINLAND CHINA AS LONG AS SUCH TRADING/SAILING IS NOT ALLOWED BY TAIWANESE/CHINESE AUTHORITY.

bimco standard war risk clause for time charterers, 1993, code name "conwartime 1993", to apply

03 freight Payment Clause

Payment of hire shall be made so as to be received by Owners or their designated payee in (Owner's Bank to be inserted), in United States currency, in fund available to the Owners on the due date, 15 days in advance, and for the last month or part of same the approximate amount of hire, and shld same not cover the actual time, hire shall be paid for the balance day by day as it becomes due, if so required by the Owners. Failing the punctual and regular payment of the hire, or on any fundamental breach whatsoever of this

Charter Party, the Owners shall be at the liberty to withdraw the vessel from the service of the Charterers w/o prejudice to any claims they (the Owners) may otherwise have on the Charterers..

At any time after the expiry of the grace period provided in the paragraph hereunder and while the hire is outstanding, the Owners shall, w/o prejudice to the liberty to withdraw, be entitled to withhold the performance of any and all of their obligations hereunder in this charterer and shall be no responsibility whatsoever for any consequence thereof, in respect of which the Charterers hereby indemnify the Owners, and hire shall continue to accrue and any other extra expenses resulting from such withholding shall be for Charterer's account.

Grace PERIOD: Where is failure to make punctual n regular payment of hire due to oversight, negligence, errors or omissions on the part of the Charterers or their Bankers, the Charterers shall be given by the Owners two (2) clear banking days (as recognized at the agreed place of payment) written notice to rectify the failure, and when so rectified within those (2) two days following the Owner's notice, the payment shall stand as regular and punctual.

Failure by Charterers to pay the hire within (2) two days of their receiving the Owner's notice as provided herein, shall entitle the Owners to withdraw as set forth at paragraph above.

END RECAP



Medi Dublin - Jakti - 02.03.09.pdf

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PLEASE FIND HERE BELOW AMENDED CLEAN RECAP

the only change is chtrs to read 'Oldendorff Carriers GmbH & co. KG, Luebeck, Germany' instead of 'Oldendorff GmbH & co. KG, Luebeck, Germany'.

— Forwarded by Paolo Montella/Montecarlo/Cogema/D'Amico Group on 29/09/2008 12:13 —

<dry@icap.com>

29/09/2008 10:37

Please respond to
<dry@icap.com>

To "D'Amico Societa di Navigazione SPA"

<dry@damicointl.com>

cc

Subj MEDI FIRENZE/ OLDENDORFF - CLEAN FIXTURE
ect RECAP - with amende

TO.: "D'Amico Societa di Navigazione SPA"

ATTN: Mr Paolo Montella

FROM:

DATE: 29-SEP-2008 09:37

MSG.: 12404248

Attached File:

"C:\DOCUME~1P_SPH~1\LOCALS~1\Temp\FwrdingFiles\MEDI FIRENZE PROFORMA CP AMENDED VERSION.PDF" 24-Sep-2008 12:44:36 2,158,568 bytes.

PAOLO / PETER

PLS FIND THE BELOW CLEAN FIXTURE RECAP WITH AMENDED ACCNT NAME CP TO BE DATED 25TH SEPTEMBER, 2008. MANY THANKS FOR EVERYONE'S HARDWORK.

- ALL NEGOTIATIONS AND ANY EVENTUAL FIXTURE TO BE KEPT P&C BY ALL PARTIES INVOLVED

M/V MEDI FIRENZE OPEN WAFR (INT. LOME) 1-5 OCTOBER

Geared/Grabbed Handymax BC

Built Tsuneishi Heavy Ind. (Cebu), Inc/Feb 2008/HKG flag

SB,722 MT on 12.8 m SSW tpc : 57 .5

LOA :189.99m/Beam 32.26 m(moulded)

GT/NT : 32,379/ 19,353

4 x 30 mt SWL with grabs 4 x 6/12 cbm min/max

5 Ho/5 Ha

Speed/consumption in smooth weather upto max BP4/DSS3, no adverse current, excluding sailing in restricted areas and/or in/out ports:

About 14.50 knots(B)/13.50 knots (L) on about 31.5 metric tons IFO for main engine plus about 1.8 metric tons IFO for Diesel Generators for 24 hours+0.2 MDO Daily port consumption: about 2.8 metric tons IFO+abt 0.3 MT MDO idle / about 4.8 metric tons IFO+0.5 mt MDO working cranes 18 hrs;

IFO specifications:

IFO ISO 8217: 2005(E) RMG 380

MDO ISO 8217:2005(E) DMB

Vessel may use minor quantities of diesel whilst navigating narrow, shallow, busy/restricted water areas, canals, in and out of port, engine/generator starting/stopping

All details abt

FOR ACCNT OLDENDORFF CARRIERS GMBH

- DEL DLOSP WAFR INT LOME ATDNHINC

- LAY/CAN 02-08 OCT 2008 00H01/23H59 LT

ETR 2-3 OCT

- FOR 1 TCT VIA OWENDO TO UKC WITH MANGANESE ORE IN BULK DUR ABT 20-25 DAYS WOG

VIA SBS SPS SAS AA AWIWL

- HIRE USD 27,000 DIOT

- REDEL DLOSP 1SP BREST/HAMBURG RGE ATDNHINC

- BOD ABT 900 MT HSFO AND ABT 40 MT MDO

BOR ABT SAME QTTIES AS ON DELIVERY

PRICES BENDS USD 600 PMT / 950 PMT MDO

- ILORC USD 5000 LFSUM ON REDEL

- CVE USD 1300 PMPR

- 3.75 ADC + 1.25 PCT ICAP

- OWISE AS PER OWNERS BTB CP LOGICALLY AMENDED/ADAPTED AS PR MTERMS AND
BELOW ALTERATIONS:-

line 86: pls delete "all" insert "50 (fifty) % of"

line 108: pls delete "Forty Five (45), Thirty (30), Twenty (20)" insert
"Ten

{10}"

line 110: pls delete "10/" insert "7"

clause 36: bunker survey only to be held at redelivery port

clause 46 line 1: to read "...last sufficient hire payments..."

clause 49 2nd para line 3 + 5: pls delete "two" insert "three"

clause 73: pls delete 2nd paragraph in full

in addition - No drydocking to take place during the currency of this
charterparty- unless in case of emergency.

END

MANY THANKS AGAIN FOR EVERYONE'S SUPPORT

Best Rgrds

Peter Spiller

ICAP SHIPPING LONDON

DD: +44 20 7459 2224

Mob: +44 7917 461 895

Email: dry@icap.com

B-berry: peter.spiller@icap.com

PLEASE DISREGARD THE PREVIOUS RECAP ALREADY SENT, AS FOLLOWS THE CORRECT ONE

--- Forwarded by Paolo Montella/Montecarlo/Cogema/D'Amico Group on 29/10/2008 11:59 AM ---

<chartering@tfsfreight.com>
m>

To undisclosed-recipients;

29/10/2008 02:28 AM

cc

Please respond to
<chartering@tfsfreight.com>

Subj: MEDI FIRENZE/STX PANOCLEAN RECAP
ect

TFS Freight
Stamford Tel - (203) 351 1580 / Fax - (203) 351 1584
Singapore Tel - (+65) 6223 0106 / Fax - (203) 351 1584
Email - Chartering@tfsfreight.com / Web - www.tfsbrokers.com

Date: 10/28/2008 Time: 2:26:17 PM Ref: JT3166585

PAOLO/JOHN

CORRECTED

MEDI FIRENZE/STX PANOCLEAN

PLEASED TO RECAP POLL CLEAN FIXTURE AS PER YOUR VARIOUS AUTHORITIES

- DISP OWS : "D'AMICO DRY LIMITED, DUBLIN"

C/P CHAIN
HEAD OWNERS OCEAN TRANSIT CARRIER, PANAMA
DISP OWNERS D'AMICO DRY LIMITED, DUBLIN

- VSL :
M/V MEDI FIRENZE
GEARED/GRABBED HANDYMAX BC
BUILT TSUNEISHI HEAVY IND.(CEBU), INC/FEB 2008/HKG FLAG
58,722 MT ON 12.8 M SW TPC : 57 .5
LOA :189.99M/BEAM 32.26 M(MOULDED)
GT/NT : 32,379/ 19,353
4 X 30 MT SWL WITH GRABS 4 X 6/12 CBM MIN/MAX
5 HO/5 HA
SPEED/CONSUMPTION IN SMOOTH WEATHER UPTO MAX BF4/DSS3, NO ADVERSE
CURRENT, EXCLUDING SAILING IN RESTRICTED AREAS AND/OR IN/OUT PORTS:

ABOUT 14.50 KNOTS (B)/13.50 KNOTS (L) ON ABOUT 31.5 METRIC TONS IFO FOR MAIN
ENGINE PLUS ABOUT 1.8 METRIC TONS IFO FOR DIESEL GENERATORS FOR 24
HOURS+0.2 MDO DAILY PORT CONSUMPTION: ABOUT 2.8 METRIC TONS IFO+ABT
0.3 MT
MDO IDLE / ABOUT 4.8 METRIC TONS IFO+0.5 MT MDO WORKING CRANES 18 HRS;

IFO SPECIFICATIONS:

IFO ISO 8217: 2005(E) RMG 380

MDO ISO 8217:2005(E) DMB

VESSEL MAY USE MINOR QUANTITIES OF DIESEL WHILST NAVIGATING NARROW,
SHALLOW, BUSY/RESTRICTED WATER AREAS, CANALS, IN AND OUT OF PORT,
ENGINE/GENERATOR STARTING/STOPPING
ALL DETAILS ABT

ACCT STX PANOCHEAN CO. LTD. SEOUL.

- IDELY : APS SW PASS ATDNHINC

- LAYCAN : 10 NOV 0001LT - 18 NOV 2400LT 2008 IN LOCAL TIME

VESSEL PRESENTLY AT DUNKIRK ETC/D 30TH OCT
LAST 3 CGO: MANGANESE ORE/CLINKER/COAL

- TRADING : 1 TCT VIA SA(S)-SB(S) SP(S) AA AWIWL INTENTION WITH HLESS
GRAIN PRODUCTS FROM-MISSI RIVER TO CHINA

- REDELY : DLOSP 1SP IN CHOFT SINGAPORE-JAPAN RANGE (INT CHINA)

- HIRE : USD 12,500 DIOT

- BUNKER CLS :

BUNKERS ON DELIVERY ABT 300 MTS IFO AND ABT 30 MT MDO
BUNKERS ON REDELIVERY ABOUT SAME QTY AS ACTUALLY ONBOARD ON
DELIVERY.

PRICES BENDS USD 350 PMT IFO AND USD 700 PMT MDO

BUNKERS VALUE ON DELIVERY PAYABLE TOGETHER WITH 1ST HIRE INSTALMENT

- ILOHC : USD 5000 LSUMP

- C/V/E : USD 1250 PER MONTH OR PRO-RATA.

- PAYMENT : 1ST HIRE TG WITH BOD VALUE TO BE PAID W/I 3 BANKING DAYS
AFTER VSL'S DELIVERY N RCVD RELAVENT INVOICE IN SEOUL
GRACE PERIOD : 3 BANKING DAYS.

- VSL'S HOLD(S) ON DELIVERY TB CLEAN/SWEPT/WASHED
DOWN AND SO AS TO RECEIVE CHRTR INTN CGO IN ALL RESPECTS, FREE OF
SALT, LOOSE RUST SCALE AND PREVIOUS CGO TO THE SATISFACTION OF
CHRTR SURVEYORS. SHOULD THE VSL NOT BE APPROVED BY CHRTR
SURVEYOR'S SATISFACTION AS TO CLEANLINESS AS ABOVE, THEN THE VSL TO BE
PLACED OFF-HIRE FROM THE TIME OF SUCH REJECTION UNTIL THE VSL IS FULLY
ACCEPTED AND ANY DIRECTLY RELATED EXPENSES AND ACTUAL TIME LOST
INCURRED TO BE FOR OWNERS ACC

- OWNERS ALLOW CHRTR TO DISCH CGO WITHOUT PRESENTATION OF ORIG B(S)/L

BY PROVIDING OWNERS WITH CHTRS L.O.I IN ACCORDANCE WITH OWNERS PNL CLUB FORM AND WORDING BEFORE DISCHARGING, L.O.I. TO BE SIGNED BY CHTRS ONLY

- ENGLISH LAW/LONDON ARBI TO APPLY
- ADD COMM 3.75 PCT PLUS 1.25 PCT TO TFS FREIGHT ON HIRE

Please find herewith tentative stowage plan:

1. Sailing Draft: F=11.70m , A=11.81 m
2. Arrival Panama Draft: F=12.04 m , A=12.04 m.
3. Deadweight=52625 mt
H1=8450mt, H2=11700mt, H3=10630mt, H4=11690mt, H5=9030mt.
4. Cargo intake= 51500 mt
5. BROB=270 mt
6. Sagging= 145 mt
7. constants=330 mt.
8. FW=230 mt
9. Ballas water=150 mt

OWISE AS PER OWNERS BTB HEAD WITH LOGICAL ALTERATIONS AS PER MAINTERMS AGREED AND FULL AMENDMENTS

MAINBODY

- LINE 25 : delete "OR ITS GUARANTEED NOMINEE"
- LINE 108 : delete "45, 30" , add "25" instead
- LINE 122 : replace "tokyo" by "SEOUL"

CLS 20 (Drydocking) : delete all but add: "Drydocking to be allowed for the duration of this charter only in case of emergency."

RIDER

CLS 34 : delete "AND COUNTER SIGNED BY RECEIVERS" (AS PER MAINTERM)

CLS 49, 2nd para, 3rd line : replace "two" by "THREE" (AS PER MAINTERM)

CLS 50, from 2nd para to the end : delete all (intermediate hold cleaning is not applicable)

CLS 52, add at the end as flwgs.

"VESSEL IS ABLE TO CARRY A FULL CARGO OF HEAVY GRAIN AND/OR ITS PRODUCTS IN BULK IN VESSEL'S HOLDS. DURING THE CURRENCY OF CHARTER PARTY PERIOD THE VESSEL TO HAVE ON BOARD VALID GRAIN LOADING PLAN AND STABILITY BOOKLET ISSUED BY VESSEL'S CLASS SOCIETY ON BASIS LATEST SOLAS AND FURTHER AMENDMENTS."

CLS 56, 1st line : delete "APPROVED BY OWNERS"

add at the end as flwg

"EVIDENCE OF WEATHER CONDITIONS TO BE TAKEN FROM THE VESSEL'S DECK LOGS AND INDEPENDENT WEATHER BUREAU REPORTS. IN CASE OF DISCREPANCY BETWEEN VESSEL'S DECK LOGS AND OCEAN ROUTE'S REPORTING, THEN THE LATTER WILL BE CHOSEN AS RULING. IF CHARTERERS APPOINT 'AWT' AS WEATHER ROUTING SERVICE THEN DECK LOGS WILL BE CHOSEN AS RULING.

CLS 61 : AS PER MAINTERM

CLS 73,

7th line : delete "EXCEPT FOR AN ALLOWANCE OF TOTAL EIGHT HOURS EACH LOADING OR DISCH PORT CALL/OPERATION"

LAST PARA : DELETE ALL BUT TO MAINTAIN LAST SENTENCE "ANYWAY, IN CASE OF BREACK-DOWN... NO OFF-HIRE SHALL APPLY"

DELETE ALL LAST PAGE (NON-PAYMENT OF HIRE CLS FOR TIME CHARTER PARTIES)
(END RECAP)

THNKS SUPPORT ENABLING ABOVE AGREEMENT ON YOUR BEHALF. TRUST ABV IN ACCORDANCE WITH YOUR NOTES WHICH PLS CONFIRM.

RGDS
TFS AS BROKERS ONLY

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ciao,

Medi firenze has been fixed to British marine for 1 tct via aus to ECI as per the below recap.

The brokers are leap hyde in singapore.

The vessel has already delivered to the chtrs .

The proforma cp used is attached.



medi firenze amended for 1tct.pdf

Best Regards,

 d'Amico Dry - Singapore
 Thomas Ringberg P +65 6854 7361 / M +65 9782 8822
 Mike Williams P +65 6854 7362 / M +65 9126 4128
 Pratik Ray Chowdhury P +65 6854 7363 / M +65 9833 9543

d'Amico Dry - Monaco
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 Paolo Montella P +377 9310 5690 / M +377 6 8086 8799

d'Amico Dry - Vancouver
 Lorenzo Bottazzi P +1 604 484 8022 / M +1 778 888 6528

<dry@icap.com>

01/12/2009 10:04 PM

Please respond to
 <dry@icap.com>

To "d'Amico Shipping Singapore Pte. Ltd."
 <drysingapore@damicointl.com>

cc

Subj MEDI FIRENZE - ACCT BRITISH MARINE
 ect

TO.: "d'Amico Shipping Singapore Pte. Ltd."
 FROM: <ICAP SHIPPING ,Dry Cargo Dept. dry@icap.com>
 DATE: 12-JAN-2009 14:04
 MSG.: 13449199

PRATIK / STEVE

PLS SEND BANK DTLS IN MRNG PLS

RE MV MEDI FIRENZE-BRITISH MARINE

AS PER TELECON WE ARE CLEAN FIXED AS BELOW CP DD 12TH JAN 2008

M/V MEDI FIRENZE

Geared/Grabbed Handymax BC

Built Tsunishi Heavy Ind.(Cebu), Inc/Feb 2008/HKG flag

58,722 MT on 12.8 m SSN tpc : 57 .5

LOA :189.99m/Beam 32.26 m(moulded)

GT/NT : 32,379/ 19,353

4 x 30 mt SWL with grabs 4 x 6/12 cbm min/max

5 Ho/5 Ha

Speed/consumption in smooth weather upto-max BF4/DSS3, no adverse current, excluding sailing in restricted areas and/or in/out ports:

About 14.50 knots(B)/13.50 knots (L)on about 31.5 metric tons IFO for main engine plus about 1.8 metric tons IFO for Diesel Generators for 24 hours+0.2

MDO Daily port consumption: about 2.8 metric tons IFO+abt 0.3 MT MDO idle / about 4.8 metric tons IFO+0.5 mt MDO working cranes 18 hrs;

IFO specifications:

IFO ISO 8217: 2005(E) RMG 380

MDO ISO 8217:2005(E) DMB

Vessel may use minor quantities of diesel whilst navigating narrow, shallow, busy/restricted water areas, canals, in and out of port, engine/generator starting/stopping

All details abt

- CHRTS TO HAVE FREE USE OF VSLs GRABS

- OWNS CONFIRM VSL HOLDS AND HATCHES ARE CLEAR AND UNOBSTRUCTED WITHOUT CENTER LINE BULK HEAD

- OWNS CONFIRM VSL CRANES AND GRABS ARE IN GOOD WORKING CONDITION AND WILL REMAIN SO THROUGHOUT THE DURATION UNDER THE CP.

- OWNS CNFM VSL GRABS ARE SUITABLE FOR LOADING / DISCHARGING CHRTS CARGO

- OWNS CNFM VSL IS FULLY ISM COVERED FOR THE ENTIRE DURATION OF THIS C/P

- OWNS CNFM VSL IS FULLY P+I / HNM / ITF COVERED FOR THE ENTIRE DURATION OF THIS C/P

- VSL IS CLASSED HIGHEST LLOYDS OR EQUIVALENT FOR THE ENTIRE DURATION OF THIS C/P

FOR

1. ACCT BRITISH MARINE ASIA PTE LTD,

2. DELY DLOSP INCHON, S.KOREA ATDN SHINC

3. LAYCAN 9TH 00.01 - 11TH 1200 HOURS LT JAN 2009
4. PERIOD: 1 TCT VIA SP(S) SB(S) SA(S) AAAA AWIWL , INTEN COAL IN BLK VIA EX AUST TO INDIA
5. HIRE: USD 4000 DIOT
6. HIRE PAYMENT: CHARTERERS TO PAY 1ST 15 DAYS HIRE + VALUE OF ESTIMATED CONSUMABLE BUNKERS TILL SINGAPORE WITHIN 3 BANKING DAYS OF VSL DEL.
7. REDEL: REDEL DLOSP 1 SP INDIA PORT IN CHOFT ATDNHINC
8. UPON DELIVERY OR LATEST UPON ARRIVAL 1ST LOADPORT, VSL'S HOLDS TO BE FRESH WATER WASHED, CLEAN, SWEEP, DRY, FREE OF ANY PREVIOUS CARGO RESIDUE AND/OR LOSE RUST SCALES OR ANY OTHER FOREIGN MATERIALS TO THE SATISFACTION OF AN INDEPENDENT SURVEYOR, FAILING WHICH, VSL TO BE PLACED OFF-HIRE FROM TIME OF REJECTION UNTIL ALL HOLDS PASS RE-INSPECTION, WITH ANY AND ALL DIRECT RELATED EXPENSES FOR PASSING HOLD RE-INSPECTION TO BE FOR OWNERS ACCOUNT.
9. BUNKERS: BOD: MIN 1000 MTS IFO AND MDO ABT 35-40 MTS
BOR: TO BE ABT SAME QTTY AS BOD.
PRICES: USD 270 PMT IFO / USD 500 PMT MDO BENDS
10. ILOHC: USD 4500 .
11. C/V/E: USD 1100 PMPR.
12. CARGO EXCL CLS: OWNERS CONFIRM COAL ALWAYS ALLOWED
13. TRADING EXCL CLS: , OWNERS-CONFIRM TRADING TO/VIA AUSTRALIA - SPORE - INDIA ALWAYS ALLOWED.
14. BIMCO ISPS CLAUSE-FOR T/C PARTIES TO BE INCORPORATED IN AND FORM PART OF THE C/P.
15. ENGLISH LAW TO APPLY AND ARBITRATION TO BE HELD IN LONDON.
16. COMMS 3.75 PCT ADCOM PLUS 1.25 PCT ICAP SHIPPING .
17. FIXTURE TO BE KEPT PRIVATE AND CONFIDENTIAL BY ALL PARTIES CONCERNED.
18. OTHERWISE AS PER OWN BTB CP WITH LOGICAL AND MAINTERMS AMENDMENTS ALSO WITH BELOW ALTERATIONS :-

Main Body

cls 4, line 108 - 110: redel notices to read as 15/10/7/5 days approximate notices and 3/2/1 days definite notices.

cls 20: delete in full and insert "No Dry Docking allowed under this cp except in case of emergency only"

Riders

cls 52: insert " Owners confirm Coal from Australia always allowed under the cp"

cls 53: reinstate deletion as per cp wordings

cls 63 to be as per main terms

cls 73: para 2 from "It is however agreed that,.....no off-hire shall apply." to be deleted in full.

Insert Additional cls under Hire Payment cls:

" Chrts option to pay first hire of 30days in advance without paying the value of bunkers on del, but Chrts to replenish bunkers on redel as per del bunkers".
and

BRGDS

FROM: ICAP SHIPPING .Dry Cargo Dept

ICAP SHIPPING NOW OFFER ANTI PIRACY, SHIP RELATED SECURITY SERVICES AND TRAINING.
SEE OUR WEBSITE WWW.ICAPSHIPPING.COM FOR DETAILS.

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13

"Shagufa Braemar Delhi"
<delhi@braemarseascope.co.in>

02/19/2009 07:41 PM

Please respond to
"Shagufa Braemar Delhi"
<delhi@braemarseascope.co.in>

To "DAMICO-S'PORE" <drysingapore@damicointl.com>
cc <chowdhury.p@damicointl.com>

Subj PRATIK /ANJALI - MEDI FIRENZE / ACCOUNT BASADIYA
ect BROS - CLEAN RECAP

PRATIK /ANJALI,

PLEASED TO CONFIRM VESSEL IS NOW CLEAN FIXED AS FOLLOWS WITH CP DATED 19TH FEB 2009:

M/V MEDI FIRENZE

Geared/Grabbed Handymax BC

Built Tsunetsu Heavy Ind.(Cebu), Inc/Feb 2008/Hong Kong flag

58,722 MT on 12.8 m SSW tpc : 57 .5

LOA :189.99m/Beam 32.26 m(moulded)

GT/NT : 32,379/ 19,353

4 x 30 mt SWL with grabs 4 x 6/12 cbm min/max

5 Ho/5 Ha

Speed/consumption in smooth weather-up to max BF4/DSS3, no adverse current, excluding sailing in restricted areas and/or in/out ports:

About 14.50 knots(B)/13.50 knots (L)on about 31.5 metric tons IFO for main

engine plus about 1.8 metric tons IFO-for Diesel Generators for 24

hours+0.2 MDO Daily port consumption: about 2.8 metric tons IFO+abt 0.3 MT

MDO Idle / about 4.8 metric tons IFO+0.5mt MDO working cranes 18 hrs;

IFO specifications:

IFO ISO 8217: 2005(E) RMG 380

MDO ISO 8217:2005(E) DMB

Vessel may use minor quantities of diesel whilst navigating narrow, shallow, busy/restricted water areas, canals, in and out of port, engine/generator starting/stopping

All details abt

FOLLOWING TO BE PART OF VSL DESC:

CONSTANTS: 330 mt

UNPUMPABLE BALLAST : 180 mt

FRESH WATER : 150 mt

LOADABLE QTY AT 12.5 N 12.8 MTRS PARADIP DRAFT

12.5 MTRS PARADIP DRAFT : 54830 mt

12.8 MTRS PARADIP DRAFT : 56560 mt

- OWNERS WARRANT THAT VSL IS FITTED WITH GEARS & GRABS AS DESCRIBED WHICH ARE IN GOOD WORKING CONDITION AND SAME ARE AVAILABLE FOR CHRTRS FREE OF COST FOR LOADING AND DISCHARGING IRON ORE CARGO IN BULK

- OWNERS DAMICO DRY LIMITED, DUBLIN

- ACCOUNT BAGADIYA BROTHERS (SINGAPORE) PTE. LTD.
150 CECIL STREET, 14-01 AXA LIFE BLDG, SINGAPORE 069543
MR. SUNIL PATNI
- FIXTURE TO BE KEPT STRICTLY PNC
- DEL DLOSP HALDIA OR IN CHRTRS OPTION WWR HALDIA INSIDE HALDIA LOCKGATE
ATDNHINC. CHRTRS TO DECLARE THEIR OPTION LATEST 48 HRS PRIOR TO VESSELS
COMPLETION OF DISCHARGE AT HALDIA
- LAYCAN 20-26 FEB 2009
CHRS TO ADV REDELY PORT LATEST WHEN VSL PSG SPORE. CHRTRS TO GIVE 10/7 APPROX
AND 5/3/2/1 DEFINITE NOTICE OF REDEL
- FOR 1 TCT VIA SPS SBS SAS AA AWIWL VIA INDIA TO CHINA WITH HARMLESS/LAWFUL
IRONORE IN BULK INCL IORE FINES, LUMPS AND PELLETS.
- REDEL DLOSP 1 SP CHINA ATDNHINC
CHRS TO ADV REDELY PORT LATEST WHEN VSL PSG SPORE. CHRTRS TO GIVE 7/5/3/2/1
DEFINITE NOTICE OF REDEL.
-ILOHC: USD 4500 LS
-CVE USD 1200 PMPR
- BOD ABT 1000/1100 MT IFO AND ABT 40/50MT MDO
BOR AS ABOUT SAME AS BOD
BUNKER PRICES FOR THE DELY QTTY BENDS
USD 265 PMT FOR IFO AND
USD 380 PMT FOR MDO
- CHARTER HIRE USD 20,000 PDPR INCLOT. FIRST 20 DAYS HIRE PLUS VALUE OF BUNKERS
CONSUMABLE UPTO SINGAPORE TO BE PAID TO OWNER'S NOMINATED BANK W/ 3 BANKING
DAYS AFTER VSL'S DLY TO CHRTRS AGAINST OWNERS FAX/E-MAIL INVOICE
- CHTRS HAVE THE RIGHT TO DEDUCT VALUE OF EST BUNKER ENABLE VSL TO REACH
SPORE PAID ALONGWITH FIRST HIRE FROM LAST SUFFICIENT HIRE PAYMENT(S).
CHRS ALWAYS SUPPLY BUNKER AS PER SPECIFICATION OF BTB CP. CHRTRS CAN DEDUCT
OWNERS ESTIMATED EXPENSES FROM LAST SUFFICIENT HIRE BUT MAX LUMP SUM USD
750.
- Only single crane allowed to work at a time per hatch/hold.
- If DLOSP haldia option is declared then vsls holds on arrival first loading port to be
clear/swept and washed down with freshwater and dried and ready to receive chtrs
intended
cargo, being free of loose rust scale and previous cargo residues to the satisfaction of an
Independent surveyors, shd vsl not be ready or approved by relevant surveyors as being fit
and suitably clean for chtrs intended cargo the vsl to be offhire from time of rejection until
the vsl is accepted and any direct expenses incurred to be paid by owners.
- IF CHTRS EXERCISE 'WWR' OPTION, OWNERS ARE NOT TO BE RESPONSIBLE FOR HOLDS
CLEANLINESS BUT CREW SHALL EXERT BEST ENDEAVOURS TO SWEEP THE HOLDS
PROVIDED LOCAL RULES AND REGULATIONS ALLOW SAME.
- IN THE EVENT CHRRS DECLARE WWR OPTION, VSL TO BE DELIVERED TO CHRRS ON
COMPL OF DISCHARGE OF CURRENT CARGO.

- 3.75 PCT ADD COMM + 1.25 PCT TO BRAEMER DELHI

- ALL AS PER TSUNEISHI HULL NO. 082 - TO BE RE NAMED MEDI FRIENZE CHARTER PARTY DATED 24TH JANUARY 2005 (WHICH IS ATTACHED WITH THE BELOW ALTERATIONS

PREAMBLE

LINE 108. : REPLACE "FORTY FIVE (45), THIRTY (30), TWENTY (20)" BY "12,10,7"

Cl. 18 - Liens - the word "AND SUB-HIRE" shall be added after "SUB-FREIGHTS" on first line;

last sentence of Cl. 18 - Liens - to be amended asf:

CHARTERERS WILL NOT SUFFER, NOR PERMIT TO BE CONTINUED, ANY LIEN OR ENCUMBRANCE INCURRED BY THEM OR THEIR AGENTS, WHICH MIGHT HAVE PRIORITY OVER TITLE AND INTEREST OF THE OWNERS IN THE VESSEL.

IN NO EVENT SHALL CHARTERERS PROCURE, OR PERMIT TO BE PROCURED, FOR THE VESSEL, ANY SUPPLIES, NECESSARIES OR SERVICES WITHOUT PREVIOUSLY OBTAINING A STATEMENT SIGNED BY AN AUTHORIZED REPRESENTATIVE OF THE FURNISHER THEREOF, ACKNOWLEDGING THAT SUCH SUPPLIES, NECESSARIES OR SERVICES ARE BEING FURNISHED ON THE CREDIT OF THE CHARTERERES AND NOT ON THE CREDIT OF THE VESSEL OR OF HER OWNERS, AND THAT THE FURNISHER CLAIMS NO MARITIME LIEN ON THE VESSEL THEREFOR.

CLAUSE 20. (LINE 252 TO LINE 256) : DELETE ENTIRE CLAUSE N REPLACE IT BY "NO DD DURING CURRENCY OF THIS CHARTER EXCEPT IN CASE OF EMERGENCY"

RIDERS

CLAUSE 28 : VSL DESCRIPTION AS PER MAIN TERMS AGREED.

FOLLOWING TO BE PART OF VSL DESC:

CONSTANTS: 330 mt

UNPUMPABLE BALLAST : 180 mt

FRESH WATER : 150 mt

LOADABLE QTY AT 12.5 N 12.8 MTRS PARADIP DRAFT

12.5 MTRS PARADIP DRAFT : 54830 mt

12.8 MTRS PARADIP DRAFT : 56560 mt

CLAUSE 30. : DELETE "CHARTERERS ARE NOT ALLOWED AGREDD BY OWNERS". OTHERWISE AS PER MT AGREED.

CLAUSE 49. : REPLACE ENTIRE LINE NO. 9 I.E. "TIME AFTER THE EXPIRY WHILE THE" BY "However where there is failure to make "punctual and regular payment" of hire, the Charterers shall be given by the Owners two clear banking days (as recognized at the agreed place of payment) written notice to rectify the failure, and when so rectified within those two clear banking days following Owners' notice, the payment shall stand as regular and punctual."

CLAUSE 52. : ADD "IRON ORE FINES/LUMPS/PELLETS" ALLOWED"

CLAUSE 56. : IN FIRST LINE ADD "FLEET WEATHER INC." IN THE FIRST LINE AFTER "WEATHER ROUTING COMPANY",

ADD IN THE END AFTER PARA THREE " INCASE THERE IS ANY DESCRIPIANCY IN VESSEL LOGS AND FLEET WEATHER INC REPORTS , FLEET WEATHER INC REPORTS SHOULD BE TAKEN AS FINAL AND BINDING, AND TREAT THEIR CAL ON SPD/CON AS FINAL AND BINDING ON BOTH THE PARTIES, "

CLAUSE 63. : ADD "INDIA, SINGAPORE, HONGKONG, CHINA ALLOWED.

CLAUSE 73 : PARA1, LINE 6, : INSERT "ON PRO RATA BASIS PER WORKABLE HATCH" IN BETWEEN "VESSEL TO BE CONSIDERED OFF-HIRE" AND "TO THE"

PARA 1, LINE 7 AND LINE 8 : DELETE "(EXCEPT FOR AN ALLOWANCE OF TOTAL EIGHT HOURS EACH LOADING OR DISCHARGING PORT CALL/OPERATION)

CLAUSE 73 : DELETE ENTIRE PARA 2 (I.E. IT IS HOWEVER AGREED THAT, WITH LIMITATION NO OFFHIRE SHALL APPLY."

CLAUSE 83 : (B) LINE 2, REPLACE "72 RUNNING HOURS" BY " 2 CLEAR BANKING DAYS"
LINE 3, REPLACE "THE NUMBER OF RUNNING HOURS" BY " 2 CLEAR BANKING DAYS"
END

KINDNLY CONFIRM ABV IN ORDER.

M'THANKS YOUR SUPPORT IN CONCLUDING THIS FIXTURE.

BEST REGARDS,
ANJALI-SHAGUFTA



medifrenze amended for 1101.pdf

14/15

Eastern energy COA Voy 15

Dear All,

Medi Imabari has been accepted by Eastern Energy to perform the 13-22 Laycan. Shipnet will be updated shortly as per the attached calculation.
Nothing further to add as the trade should be no surprise to anyone



0363_001.pdf

- Laycan 13-22 November
- Demurrage Usd 6,500

M.V. MEDI IMABARI

PAN FLAG BLT MES 2/2008

56,047 MTDW ON 12.573 m SSW draft (TPC 55.20)

189.99 LOA / 32.26 BEAM

31236/ 18504 GRT/NT

CLASS NK

5HO/5HA - FOLDING TYPE H/COVERS

Abt 70,800 CBM GR IN M/H

4 CR 30 T SWL (24 T SWL WHEN OPERATING WITH GRABS)

4 EL/HYDR GRABS 6/12 CBM CAPACITY

SPEED CONS IN SMOOTH WEATHER/CALM SEA UPTO MAX 8F4/DSS3 NO ADV CURRENT

EXCL SAILING RESTRICTED AREAS A/O MANOUVERING IN/OUT PORTS/CANAL/ETC

ABT 14.3 KN (B) / 13.5 KN (L) ON ABT 33.3 MT IFO + ABT 0.2 MT MDO

PORT CONS

IDLE ABT 2.8 MT IFO + ABT 0.3 MT MDO

WORK CR ABT 5 MT IFO + ABT 1.0 MT MDO

VESSEL MAY USE MINOR QUANTITIES OF DIESEL WHILST NAVIGATING NARROW, SHALLOW,

BUSY/RESTRICTED WATER AREAS, CANALS, IN AND OUT OF PORT,

ENGINE/GENERATOR STARTING/STOPPING

ALL DETAILS ABOUT

Best Regards,

Thomas

d'Amico Dry - Singapore

Thomas Ringberg P +65 6854 7361 / M +65 9782 8622

Mike Williams P +65 6854 7362 / M +65 9126 4128

Pratik Ray Chowdhury P +65 6854 7363 / M +65 9833 9543

d'Amico Dry - Monaco

Gustavo Corfetti P +377 9310 5604 / M +377 6 8086 3066

Paolo Montella P +377 9310 6590 / M +377 6 8086 8799

d'Amico Dry - Vancouver

Lorenzo Bottazzi P +1 604 484 8022 / M +1 778 888 6528

ciao,

On completion of the current EE voy 14, Medi Imabari will perform d'Amico/Banpu (GLOW)COA-CP dated 20/sept/2006 voy 17 with Laycan 26oct- 4th nov.

The loading port will be Balikpapan and discharging port will be Mapthaput

++

For guidance the terms are:-

balikpapan/mapthaphut
25000shinc/20000shinc
frt :usd 9.50pmt
demmm 18000

++

Since the frt is a good one in this market, we should try and maximise the intake on this .

Best Regards,

Pratik

d'Amico Dry - Singapore_

Thomas Ringberg P +65 6864 7361 / M +65 9782 8622

Mike Williams P +65 6864 7362 / M +65 9126 4128

Pratik Ray Chowdhury P +65 6864 7363 / M +65 9633 9543

d'Amico Dry - Monaco

Gustavo Corfetti P +377 9310 5604 / M +377 6 8086 3066

Paolo Montella P +377 9310 6590 / M +377 6 8086 8799

d'Amico Dry - Vancouver

Lorenzo Bottazzi P +1 604 484 8022 / M +1 778 888 6528

Pratik/Chris

re: d'Amico/Banpu - Glow I7 - chrts advise asf:

We confirm and accept MV.Medi Imabari or SUB to perform the shipment with agreed laycan 26 Oct - 4 Nov.,2006 loading at Balikpapan Coal Terminal and her cargo intake 50,000mt+/-10%.

Please be advised the shipping agent at Balikpapan as follow and discharge port will advise later.

INDO DHARMA TRANSPORT (IDT) - Shipping Agencies

Wisma Indomobil Building Tower II, 7th Floor

Jl. MT Haryono Kav.8 - Jakarta 13330 - Indonesia

Phone : +62 21 856 4761 (HUNTING)

Fax : +62 21 856 4768

Dir : +62 21 280 1406

Mobile : +62 812 80

16

Claudio,

Medi Imabari has been fixed to Cargill for an Indo-thailand trip as per the below recap.

The broker is R.S. Platou Singapore.

For ops:-

-AWT has been excluded in the CP

-Owners expenses have been kept max at usd 500 per port.

The CP used is attached.



Medi Imabari New Amended BTB trip CP.pdf

Best Regards,

d'Amico Dry --Singapore
Thomas Ringberg P +65 6854 7361 / M +65 9782 8622
Mike Williams P +65 6854 7362 / M +65 9126 4128
Pratik Ray-Chowdhury P +65 6854 7363 / M +65 9833 9543

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Pacio Montella P +377 9310 5590 / M +377 6 8086 8799

d'Amico Dry - Vancouver
Lorenzo Bottazzi P +1 604 484 8022 / M +1 778 888 6528

Ref: 261108-UD024183 - R.S. Platou Singapore, Dry Cargo Chartering Department.

PRATIK / ULAS

GOOD DAY

RE: MEDI IMABARI / CARGILL - CP DD 25 NOV 2008

PLSED TO DRAW THE CLEAN RECAP, WITH CP DD 25 NOV 2008, AS FOLLOWS:

M.V. MEDI IMABARI
PAN FLAG BLT MES 2/2008
56,047 MTDW ON 12.573 M SSW DRAFT (TPC 55.20)
189.99 LOA / 32.26 BEAM
31236/ 18504 GRT/NT
CLASS NK
5HO/5HA - FOLDING TYPE H/COVERS

ABT 70,800 CBM GR IN M/H
 4 CR 30 T SWL (24 T SWL WHEN OPERATING WITH GRABS)
 4 EL/HYDR GRABS 6/12 CBM CAPACITY
 SPEED CONS IN SMOOTH WEATHER/CALM SEA UPTO MAX B14/DSS3 NO ADV. CURRENT EXCL
 SAILING RESTRICTED AREAS A/O MANOUEVERING IN/OUT PORTS/CANAL/ETC
 ABT 14.3 KN (B) / 13.5 KN (L) ON ABT 33.3 MT IFO + ABT 0.2 MT MDO
 PORT CONS
 IDLE ABT 2.8 MT IFO + ABT 0.3 MT MDO
 WORK CR ABT 5 MT IFO + ABT 1.0 MT MDO
 VESSEL MAY USE MINOR QUANTITIES OF DIESEL WHILST NAVIGATING NARROW,
 SHALLOW, BUSY/RESTRICTED WATER AREAS, CANALS, IN AND OUT OF PORT,
 ENGINE/GENERATOR STARTING/STOPPING
 ALL DETAILS ABOUT

- ACCOUNT CARGILL OCEAN TRANSPORTATION, SINGAPORE
- DEL APS MUARA PANTAI ATONSHINC
- LAYCAN 05-12 DECEMBER 2008
- FOR 1 TCT VIA SPS SBS SAS AA ANIWL VIA INDONESIA TO THAILAND WITH COAL IN BULK ONLY
- REDEL DLOSP 1 SP THAILAND ATONSHINC
- DURATION ABT 15-20 DAYS WOG
- HIRE USD 8750 DIOT PAYABLE EVERY 12 DAYS IN ADVANCE TOGETHER WITH ESTIMATED
- CONSUMABLE BUNKERS FOR THE VOYAGE
- C/V/E USD 1,250 PMPR
- ILOHC USD 5,000 L/S
- BOD ABT 850-950 MT IFO AND ABT 30-40 MT MDO
- BOR QTTIES TO ABT SAME AS BOD QTTIES
- PRICES USD 250/600 PMT FOR IFO AND MDO RESPECTIVELY
- 3.75 PCT. ADD COMM + 1.25 PCT TO RS PLATOU (ASIA) PTE. LTD.
- OTHERWISE AS PER MEDI IMABARI / NOBLE CP DD 13 MARCH 2008 , AS SENT, LOGICALLY

AMENDED IN ACCORDANCE WITH MAIN TERMS AGREED ABOVE AND WITH FOLLWG ALTERATIONS:
 MAIN CLS

LINE 22	DELETE "APPROVED BY OWNERS" AFTER "WEATHER ROUTING COMPANY"
LINE 41	REINSTATE "SHALL BE READY"
LINE 108	DELETE "15" REPLACE BY "10"

RIDERS

CLSE 50	DELETE PARA 2 AND PARA 3 (1 TCT ONLY)
CLSE 52	DELETE ALL - INSERT "CARGO COAL IN BULK ONLY"
CLSE 56	DELETE "(APPROVED BY OWNERS)" IN LINE 1
CLSE 61	DELETE "IRON ORE" IN LINE 3 AND REPLACE BY "COAL"
CLSE 73	DELETE "IRON ORE" IN LINE 2 AND REPLACE BY "COAL"
	DELETE "(EXCEPT FOR AN ALLOWANCE.../OPERATION)" & DELETE

LAST PARA.
 END RECAP

TRUST ABOVE IN GOOD ORDER

MANY THANKS FOR YOUR KIND SUPPORT

BEST REGARDS, ULAS DURALI

R.S. PLATOU (ASIA) PTE. LTD.
 TEL : + 65 6336 8733

17

clao,

Medi Imabari has been accepted by unique for performing the SPOT cargo(handover sent on friday) with
cp date 1/dec/2008 (muara satui-kohsichang).
The minimum lift for the cargo is 55000mt. On tropical marks we should try and maximise the lift on her.
The agents details are as below.

Best Regards,

d'Amico Dry - Singapore
Thomas Ringberg P +65 6854 7361 / M +65 9782 8622
Mike Williams P +65 6854 7362 / M +65 9126 4128
Pratik Ray Chowdhury P +65 6854 7363 / M +65 9833 9543

d'Amico Dry - Monaco
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Paolo Montella P +377 9310 5590 / M +377 6 8086 8799

d'Amico Dry - Vancouver
Lorenzo Bottazzi P +1 604 484 8022 / M +1 778 888 6528

From: Fearnleys (Thailand) Ltd.
Date: 04/12/2008

Dear Pratik,

Re: Mv Medi Imabari/UMS

Thanks for nomination, following received from Charterers:-

gte
On behalf of Unique Mining Services PCL., we would like to confirm our
acceptance of M.V. MEDI IMABARI to be the performing vessel to lift
our cargo from Muara Satui to Koh Sichang, Thailand during the laycan
of 15- 24 December 2008.

Loading port agent : PT. Tri ElangJaya Maritim

Discharging port Agent : Thoresen Thai Agencies Public Company Limited
unqte

Please find agents full style as follow:-

AT LOAD PORT
PT. Tri ElangJaya Maritim
Shipping Company and Agency
Jalan Pemuda No. 66, 3rd Floor
Jakarta 13220, Indonesia

Telex: 48829 TEM IA
Phone: (62-21) 470.1219
Fax: (62-21) 470.1220
E-mail: trielang@trielang.co.id
Homepage: www.trielang.co.id
P I C: Mr.Viar Vikana, viar@trielang.co.id

+

AT DISCHARGE PORT
ISS THORESEN AGENCIES LTD.
26/26-27 ORAKARN BUILDING 8TH FLOOR
SOI CHIDLOM, PLOENCHIT ROAD,
BANGKOK 10330, THAILAND
Tel: +66 2250-0569
Fax: +66 2253-9497
Email: ops_dry@thoresen.com
P I C: Capt. Segsit

End

Please keep us updated on vessel's itinerary and kindly revert with master's pre-stowage plan in due course, many thanks in advance.

Best regards/Linh

From: dry@damicointl.com
To: Suttiporn Srisanakarnkij <chartering@fearnleys.co.th>
Subject: Re: damico/ums spot: cp dated 1/dec/2008:vessel nomination
Date: Wed, 3 Dec 2008 11:12:14 +0800

Linh/Pratik

Re: d'Amico /Unique SPOT cargo CP dated 1/dec/2008 (laycan 15-24 dec 2008)

With regard to the above lifting we wish to nominate m.v.Medi imabari or sub;

M.V. MEDI IMABARI
PAN FLAG BLT MES 2/2008
56,047 MTDW ON 12.573 m SSW draft (TPC 55.20)
189.99 LOA / 32.26 BEAM
31236/ 18504 GRT/NT
CLASS NK
5HO/5HA ? FOLDING TYPE H/COVERS
Abt 70,800 CBM GR IN M/H
4 CR 30 T SWL (24 T SWL WHEN OPERATING WITH GRABS)
4 EL/HYDR GRABS 12 CBM CAPACITY

ALL DETAILS ABOUT

Itinerary:
ETCD kosichang 14/17 dec 2008 agw wp wog ncae

ETA muara satui 19/22 dec 2008 agw wp woq ucae

Estimated loadable qty abt 56000 to be confirmed by master.

Best Regards,

d'Amico Dry - Singapore

Thomas Ringberg P +65 6854 7361 / M +65 9782 8622

Mike Williams P +65 6854 7362 / M +65 9126 4128

Pratik Ray Chowdhury P +65 6854 7363 / M +65 9833 9543

Ciao,

Medi Imabari has been fixed to perform Cetrappa- coal cargo to Villanueva on Voy bss as per the below recap.

The loading port is Jorong and shippers are Banpu.

The proforma cp is attached for ur reference.



MEDI CHENNAI 12.06.07 Cetrappa.doc

Best Regards,

d'Amico Dry - Singapore
Thomas Ringberg P +65 6854 7361 / M +65 9782 8622
Mike Williams P +65 6854 7362 / M +65 9126 4128
Pratik Ray Chowdhury P +65 6854 7363 / M +65 9833 9543

d'Amico Dry - Monaco
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Paolo Montella P +377 9310 5590 / M +377 6 8086 8799

d'Amico Dry - Vancouver
Lorenzo Bottazzi P +1 604 484 8022 / M +1 778 888 6528

Pareto Dry Cargo AS
<dry@pareto.no>

To <drysingapore@damicoint.com>

01/29/2009 11:46 PM

cc

Please respond to

Pareto Dry Cargo AS<dry@pareto.no>

Subj Pratik/knut-inge
ect

P A R E T O D R Y C A R G O A S
O S L O

dry@pareto.no tel: +47 22010930 fax: +47 22010926 www.pareto.no